

# Regional Policies for TOD: the San Francisco Bay Area Experience

## Rail-Volution

November 1, 2007

Steve Heminger  
Executive Director



METROPOLITAN  
TRANSPORTATION  
COMMISSION

# MTC Region

7 Million Residents

4 Million Jobs

101 Cities

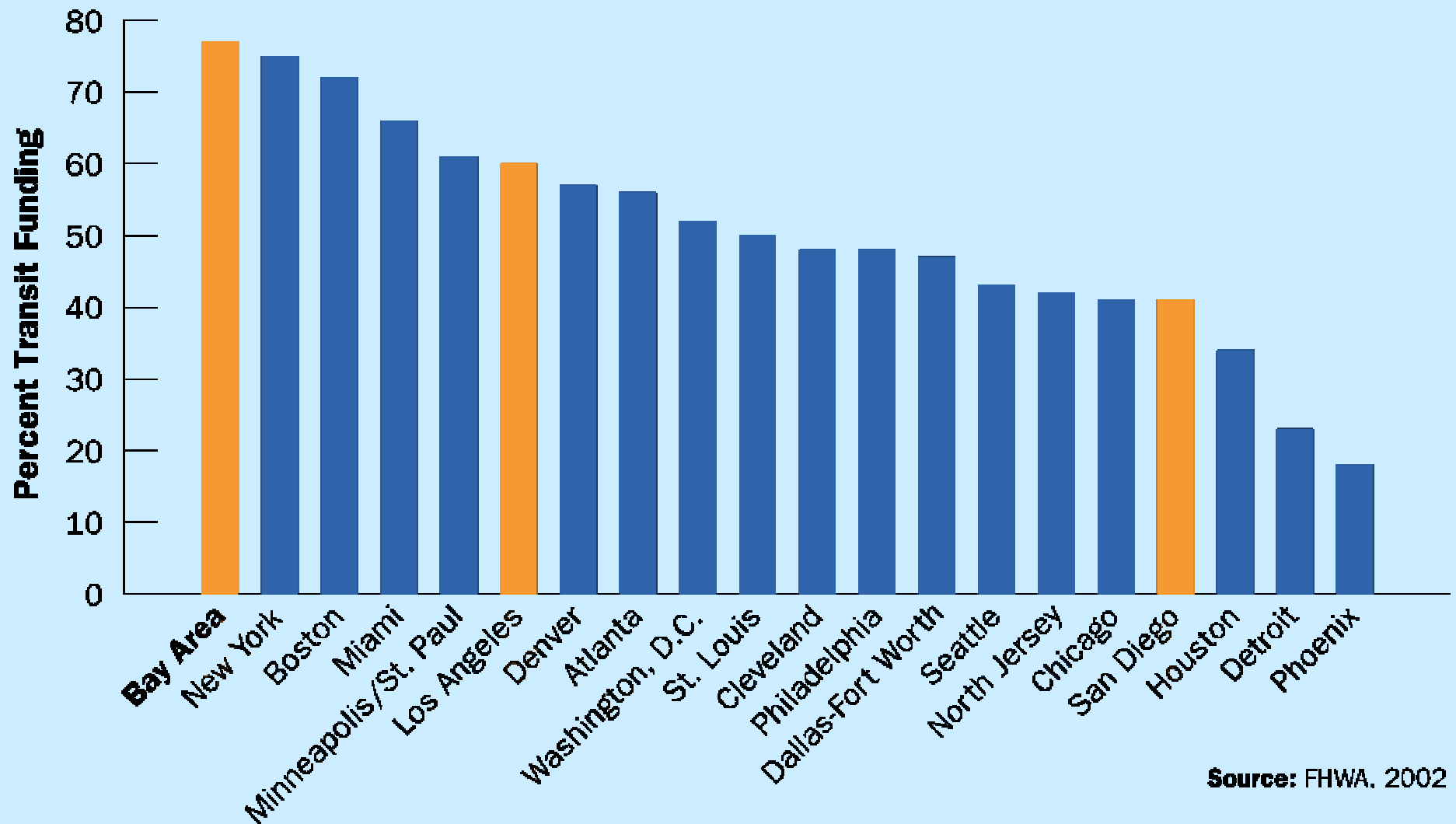
9 Counties

26 Public Transit Operators

5 Regional Agencies

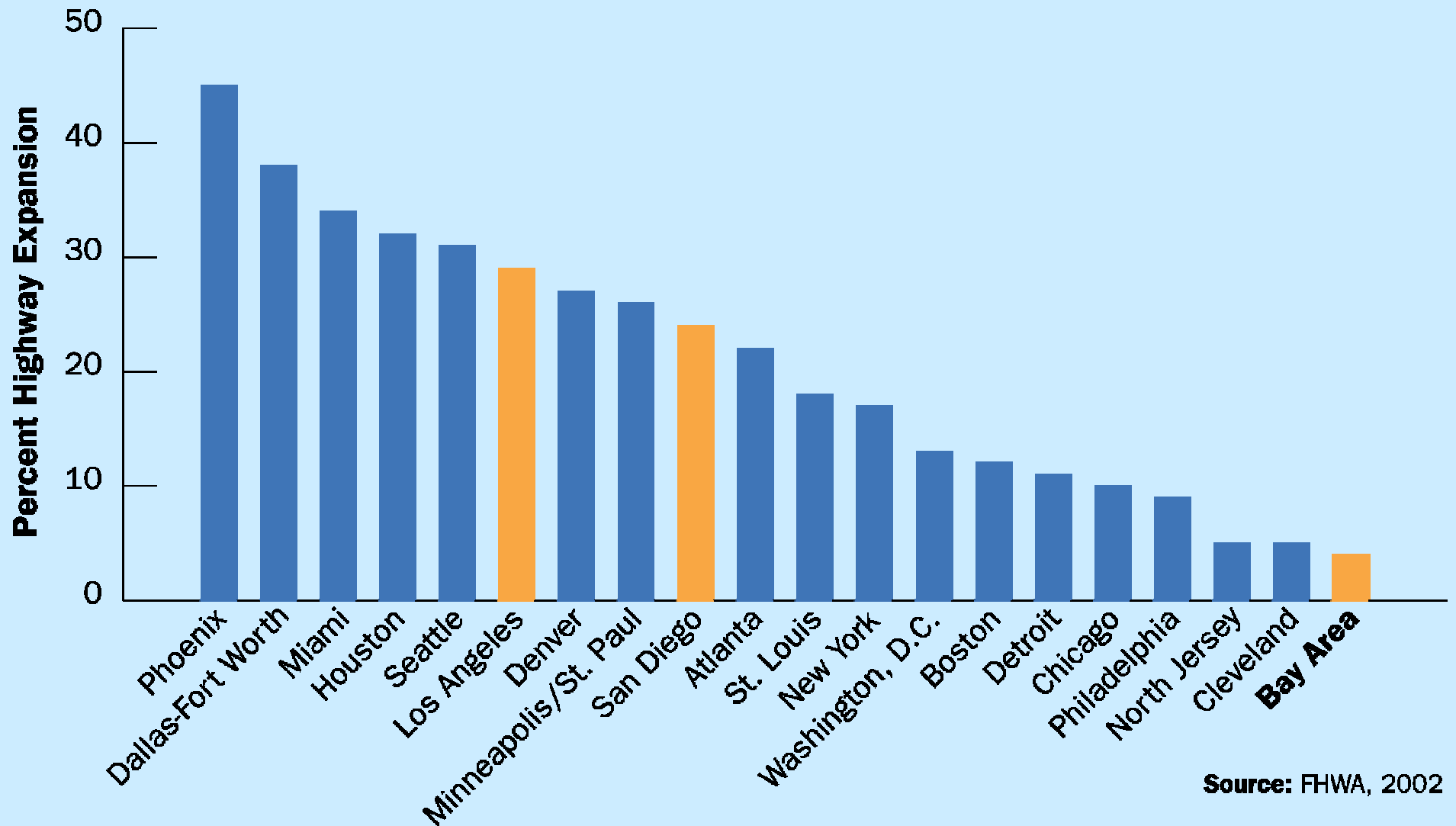


# Transit Spending as Percent of Funding in Long-Range Transportation Plan



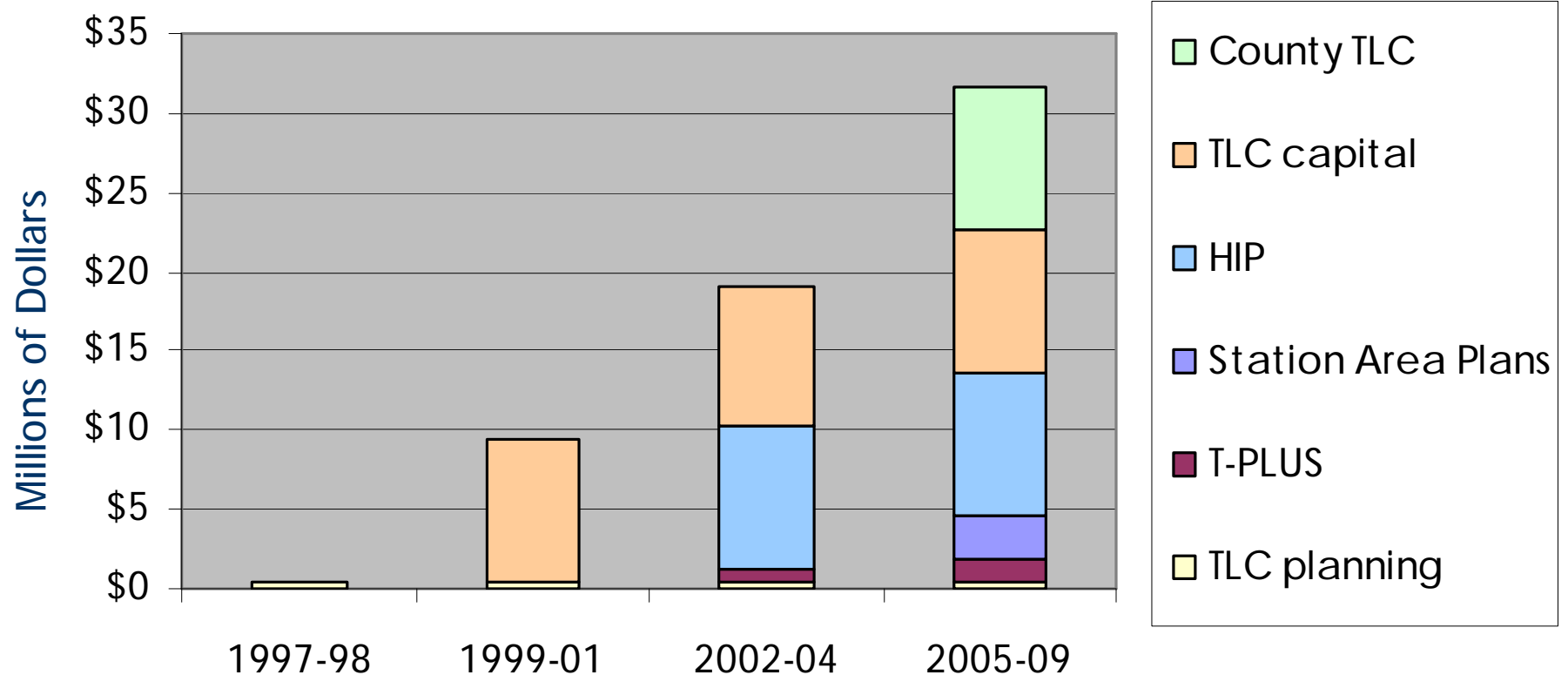
Source: FHWA, 2002

# Highway Expansion Spending as Percent of Funding in Long-Range Transportation Plan



Source: FHWA, 2002

# Evolution of "TLC" Incentives





# The Bay Area's Transit Expansion Plan: Resolution 3434

- Existing Rail
- - - Proposed Rail
- New Ferry



# TLC Funds vs Transit Expansion

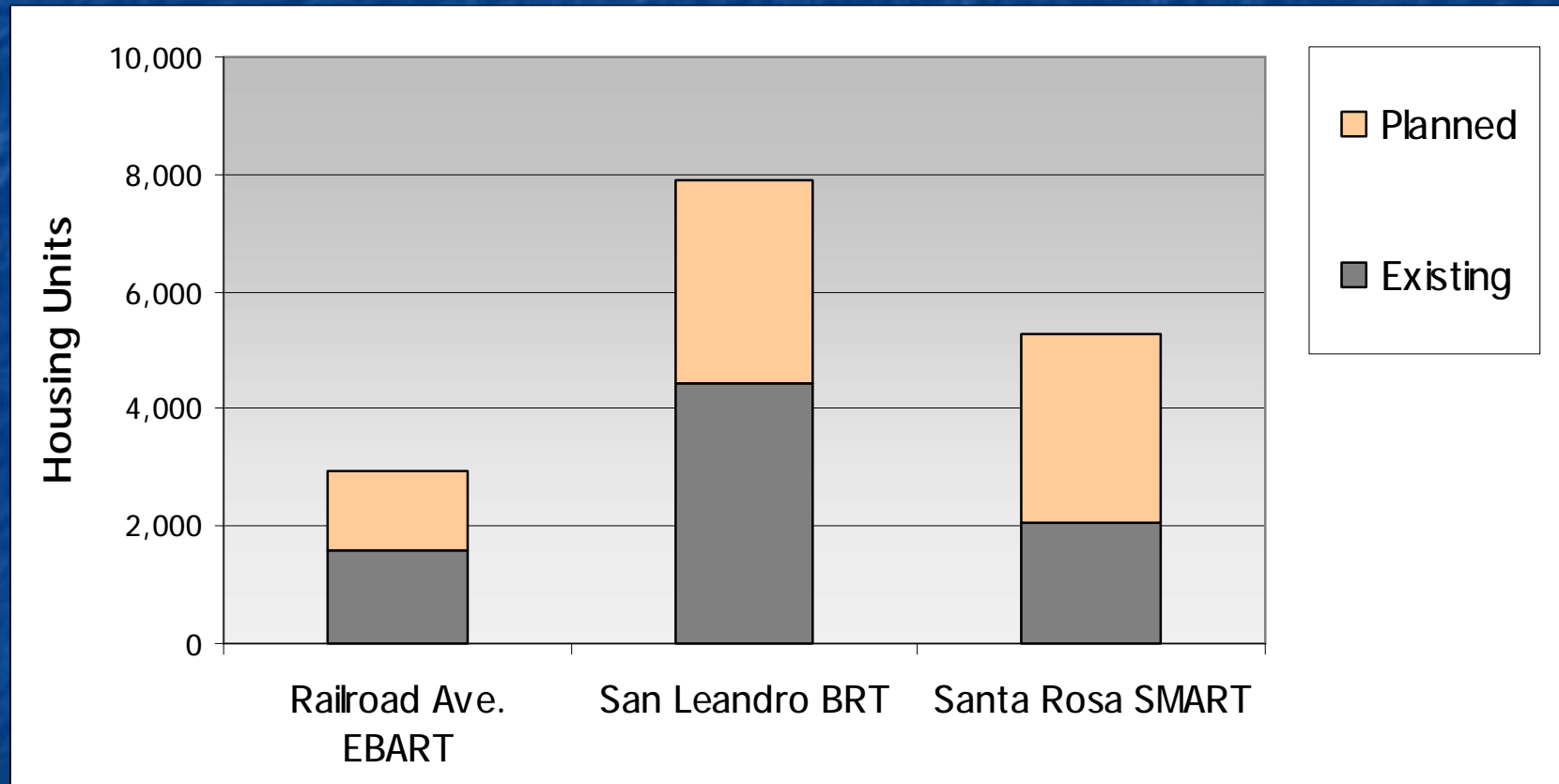


# Housing Thresholds: MTC TOD Policy

	BART	Light Rail	BRT	Commuter Rail	Ferry
Housing Units within half-mile of station	3,850	3,300	2,750	2,200	2,500



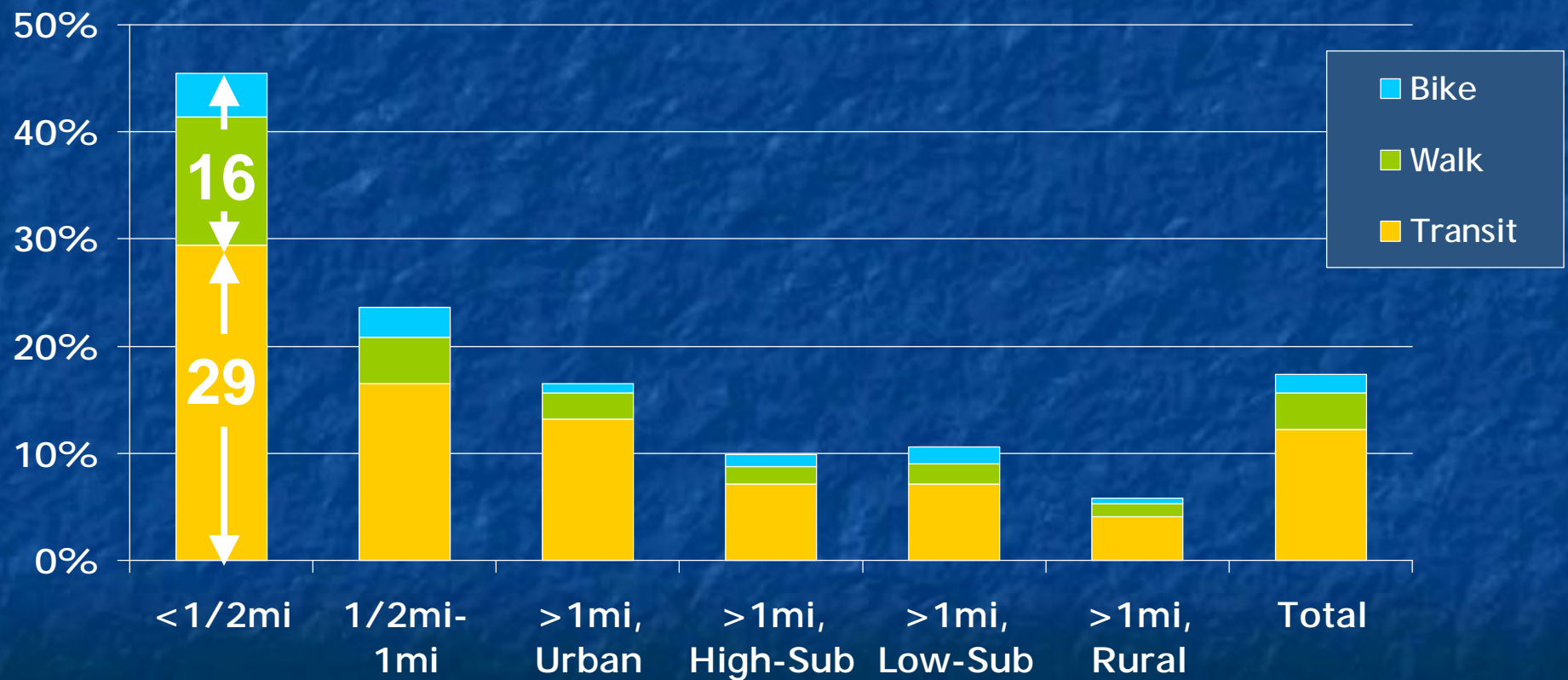
# MTC Station Area Plan Program



Planning for increased densities around future stations through MTC Station Area Planning Program

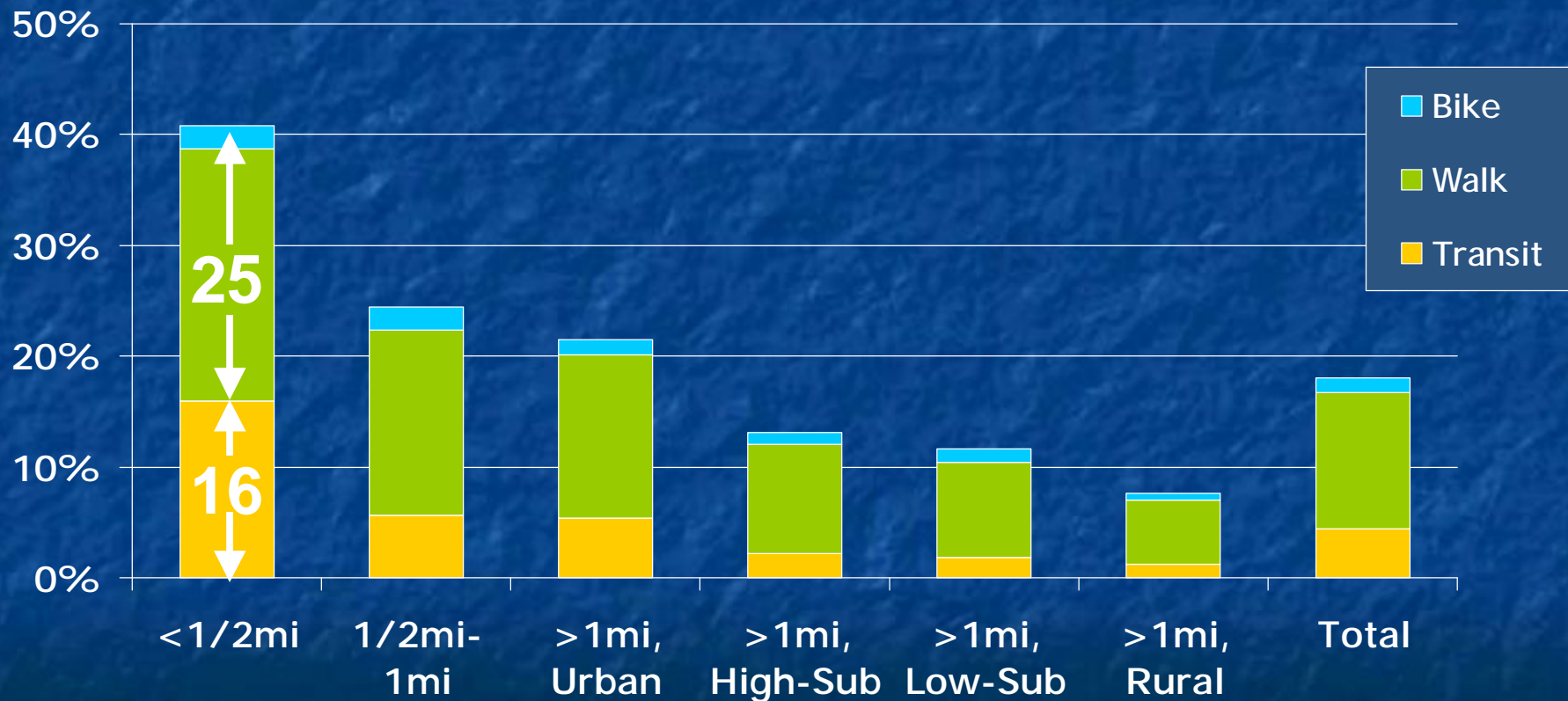
# TOD Ridership Benefits: Bay Area

n Work trips – mode share by proximity to transit



# TOD Ridership Benefits: Bay Area

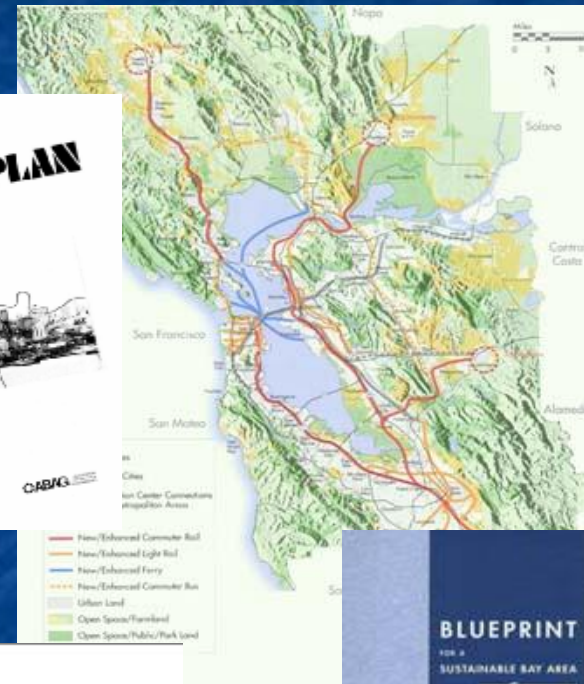
n *Non-work trips – mode share by proximity to transit*





# Smart Growth: No Lack of Plans

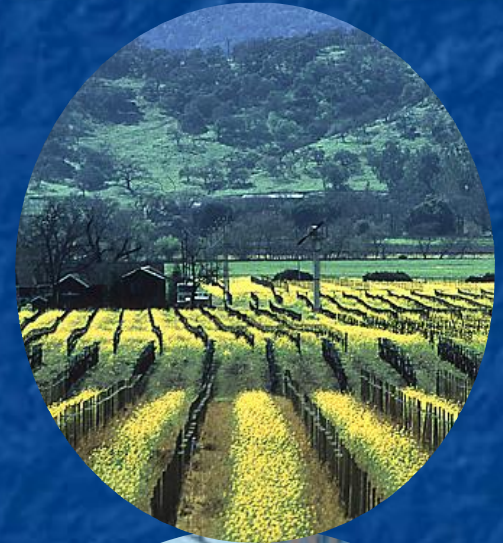
- n Lots of smart talk  
(for over two decades)
- n Not enough smart walk  
(facts on the ground)
- n FOCUS: a new approach
- n The challenge: to deliver



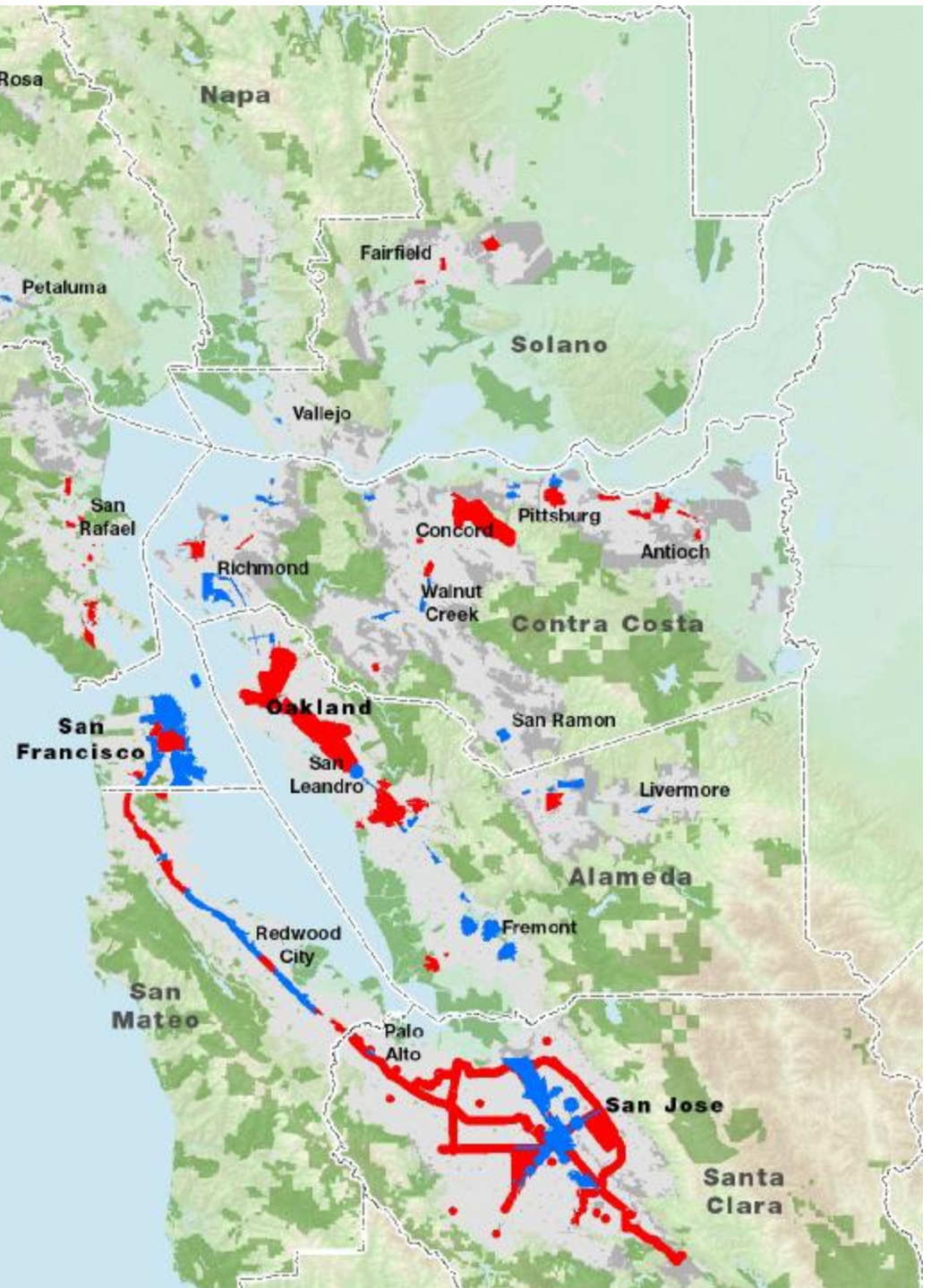


# Latest Effort: Opt-In by Local Gov'ts

- n FOCUS program
  - n Directed through Joint Policy Committee
  - n Local governments, regional objectives
  - n Voluntary and incentive-based
- n Priority Development Areas
  - n About 50 jurisdictions
  - n 395,000 additional housing units by 2035
  - n 45% of projected regional growth
- n Priority Conservation Areas
  - n Regionally significant open spaces
  - n Broad consensus for protection
  - n Target for short-term public investment



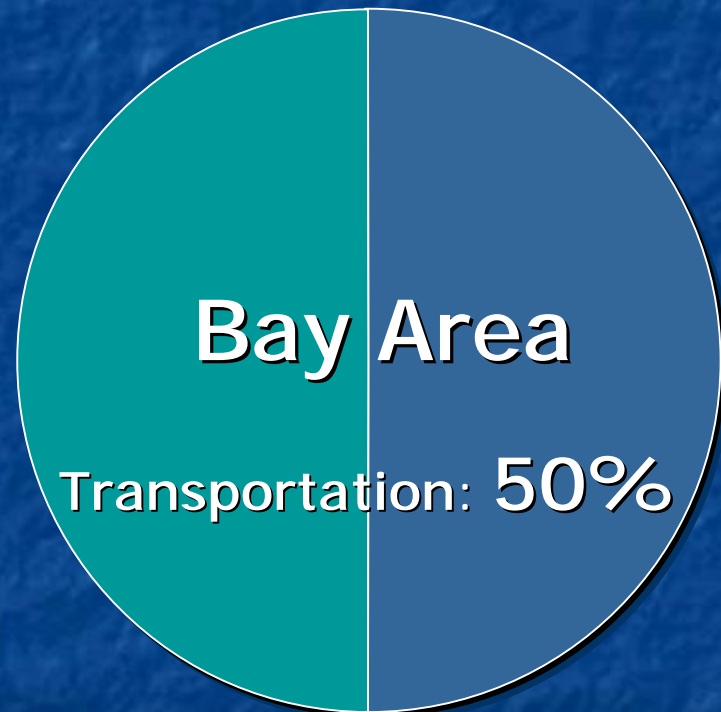
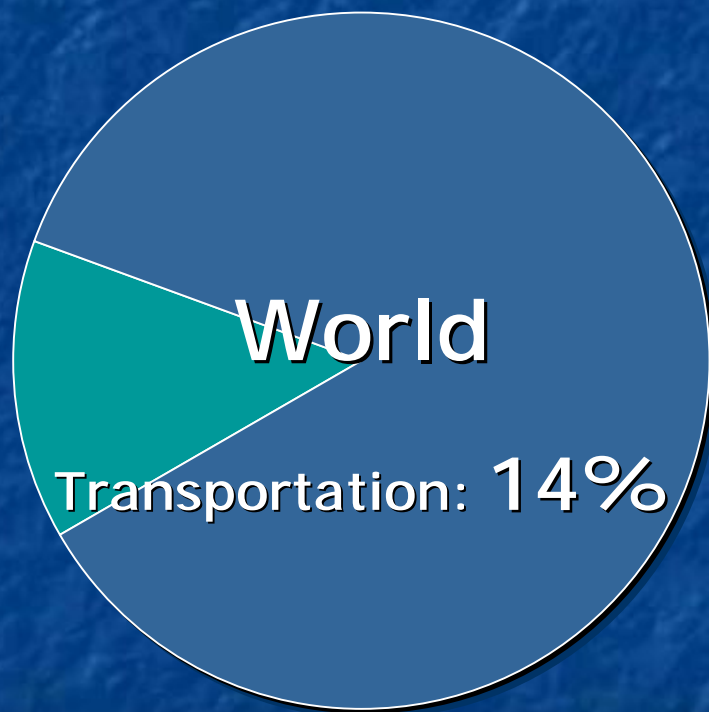
# Proposed Priority Development Areas (PDAs)





# The Climate Challenge

## Greenhouse Gas Emissions



Sources: USEIA, BAAQMD

# Infrastructure

## Freeway Operations

Capital cost: \$600 million

- n Complete ramp metering and traffic operations system
- n Limited carpool lane gap closures
- n Complete traffic signal coordination





# Infrastructure

## High-Occupancy/Toll (HOT) Lanes and Bus Enhancements

Capital cost: \$10 billion

- n Complete HOV/HOT network
- n Expand express and local bus
  - n Park & ride lots
  - n Transit hubs
  - n Direct ramps
  - n Priority treatments to increase speed and reliability



# Infrastructure

Regional Rail and Ferry

Capital cost: \$60 billion

- n Regional Rail

- n Improvements and extensions

- n Build on California High-Speed Rail

- n Ferry Expansion

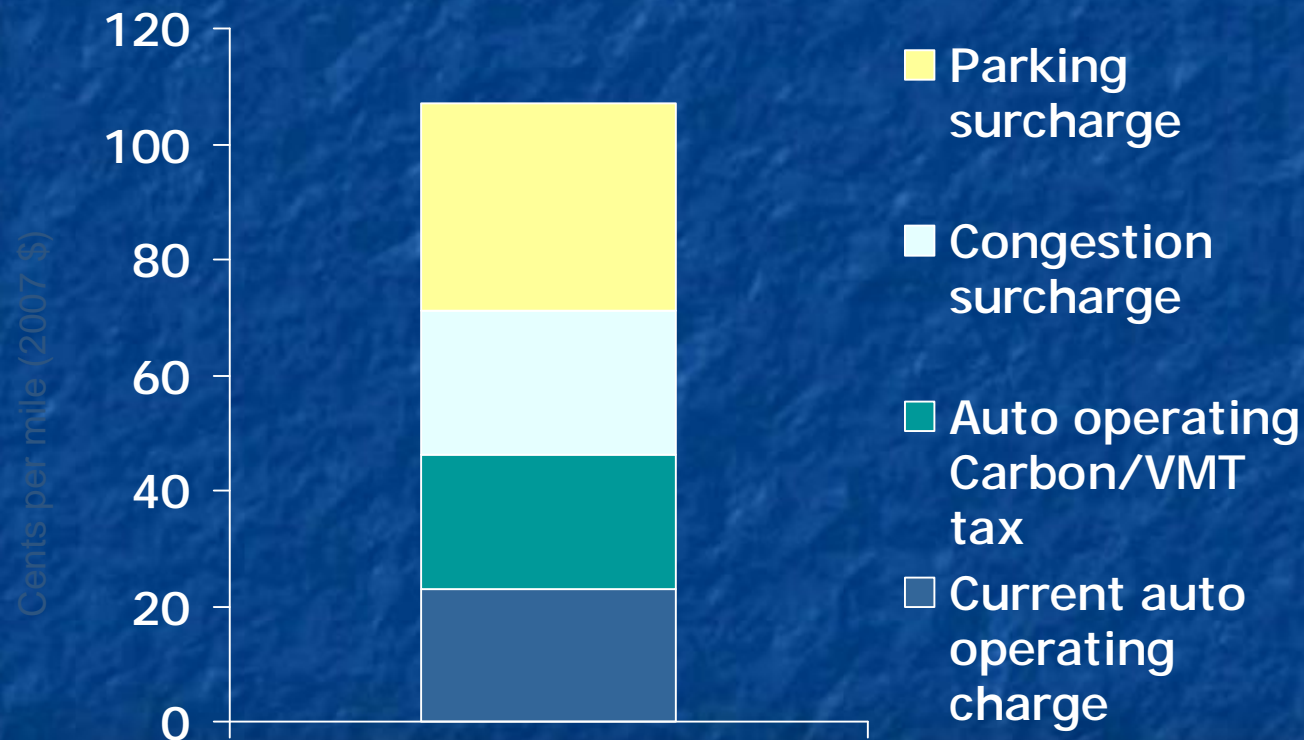
- n New and enhanced routes





# Transport Pricing: A Key Ingredient

## Cost Increase for Typical Commute



n Pricing package increases auto operating costs five-fold, with focus on peak congested times

**Note:** Represents cost for typical commute trip.  
Does not reflect discounts for low-income travelers.

# Focused Growth

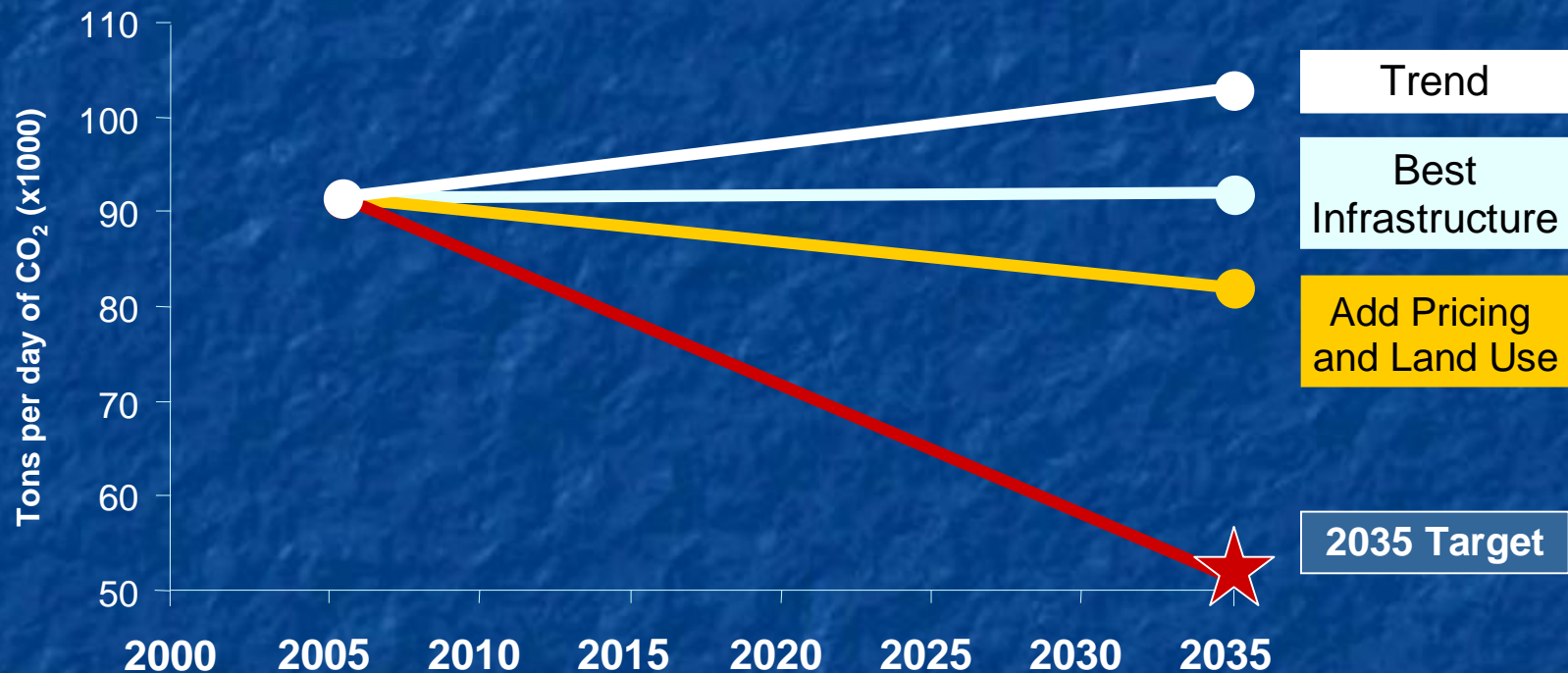
- n Alternative Land-Use Scenario
- n For “what-if” analysis
- n More concentrated and transit-oriented than Projections 2007
- n Better jobs-housing balance





# Assessing the Difference

Environment: Reduce CO<sub>2</sub> to 40% of 1990 levels



Note: Trend assumes current state laws and regulations, including fuel efficiency standards called for under state law passed in 2002, though currently in litigation (AB 1493, Pavley, 2002)

# Moving Forward

- n Pricing and Focused Growth can make a big difference
  - n Pricing near-term; land use longer-term
  - n Must design pricing to address equity
  - n Auto trips diverted with pricing and focused growth
    - n + 2.1 million bike/pedestrian trips
    - n + 700,000 new transit trips
- n Need to be aggressive —  
Are we ready?





# Moving Forward

## How do we close the gap?

### n Vehicle emissions

- n Increase fuel economy of new vehicles to 54 miles per gallon
- n Increase share of zero-emission vehicles to 55%

### n VMT

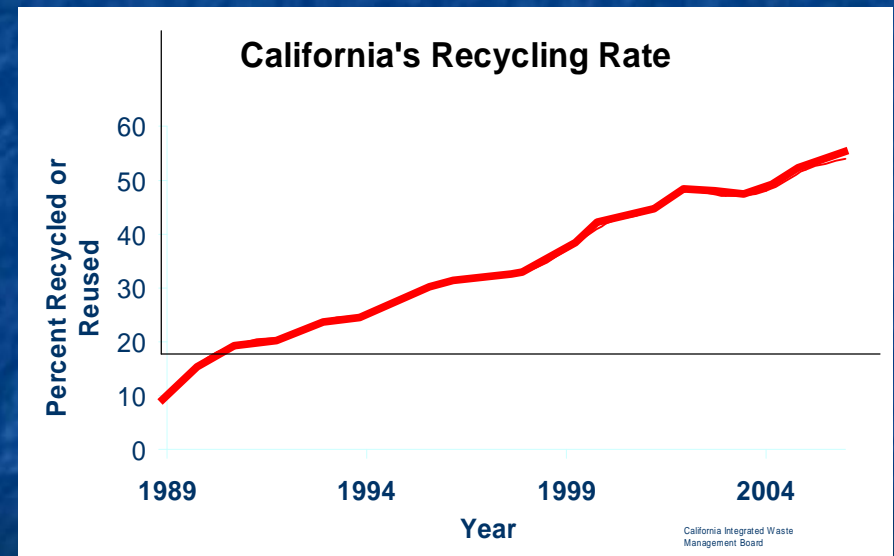
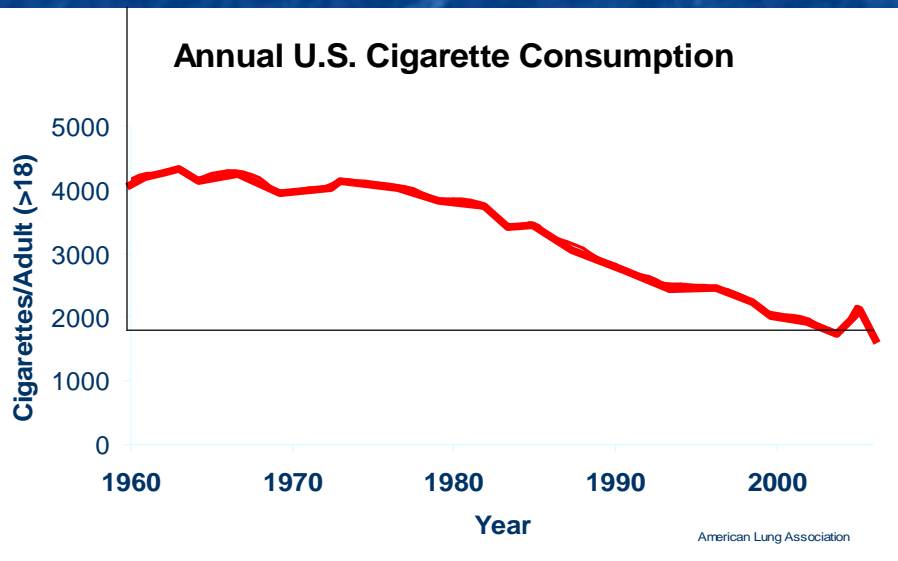
- n Increase telecommuting from 3% to 10% market share
- n Other employer strategies



# Moving Forward

## Changes in attitude and behavior

- Breakthroughs are possible





The background of the slide is a photograph of the Fruitvale Village building, a multi-story structure with a prominent sign that reads "FRUITVALE VILLAGE". In the foreground, several people are walking, including a woman pushing a stroller and a man carrying a bag. A large palm tree is visible on the left side of the image. The entire image has a blue tint.

For More Information Go to:  
[www.mtc.ca.gov/planning](http://www.mtc.ca.gov/planning)  
[www.abag.ca.gov/planning](http://www.abag.ca.gov/planning)

**Bay Area**  
**on the move**

Connecting transportation, land use and climate protection